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PANAMA CITY, FLA., OCT. 10, 1907.

Pensacolas Degradation.

Thirty years ago Florida passed from under the control of the negro, and again the white man dominated. The detestable rule of the purchasable negro voter was at an end, and an epoch in development began. From that date a civilized government has obtained in the fair state of Florida. Prosperity has accompanied this regime and the State has maintained an honored position within the sisterhood of Southern States.

Urged by the necessities of the hour a united white people peaceably removed the degenerate negro from the field of political activity where he had been but the tool of a more maledict dealer in votes, and have continued to maintain their supremacy unquestioned. But the recent election in Pensacola is one instance of return to negro domination, the end, temporarily, to white supremacy in Escambia county.

The votes for and against Prohibition in that county shows a majority of 170 against the proposition. Pensacola papers state that some 500 negroes were voted in the liquor interest, thus defeating the white man's will; the negro controlled the issue. That this vote was cast for the rum power is a striking illustration of the evil of allowing the ballot at all to this race in its present condition.

That through their vote the women of Pensacola are to be subjected to further years of insult from the hellish conditions that have existed there through the combination of negro lust, liquor, and license, is a burning shame to the white men of Escambia county, and a disgrace which the state at large calls upon them to wipe out. This is not a question of license or no license. It is a question of whether Pensacola shall be dominated by a barbarian race, or remain with other self respecting Southern Cities under the aegis of the White Man's Government.

The Railway Cases.

That portion of the 14th Amendment to the Constitution under which the railways are claiming the right to have the Federal courts intervene in their behalf in various matters connected with their property reads as follows: "No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person within its jurisdiction of life, liberty, or property without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."

In 1875 Congress passed what is known as the 2nd Civil Rights Bill. This bill was passed upon by the Supreme Court of the United States in 1883, and declared unconstitutional. In the opinion in that case Justice Bradley had this to say as to the powers conveyed in the 14th Amendment. "It does not authorize Congress to create a code of municipal law for the regulation of private rights, but to provide modes of redress against the operation of State laws, and the action of State officers, executive and judicial, when these are subversive of the fundamental rights specified in the amendment."

Congress established Federal courts with powers to pass judicially upon questions arising under the Constitution, and to these Courts the Railways have appealed for protection against the "operation of State laws and state officers, executive and judicial" as is provided for by law.

To the layman it would seem that they were clearly within their rights in doing so, and that as law abiding citizens such "Buncombe" leaders as Governors Glenn, Comer, and others would see the decency of abiding by the laws and practices of the Fathers.

Message From Mars.

Just as the whole country is aroused over necessities of further improving and opening up water ways to facilitate transportation our savants announce that late discoveries show that the highly proficient inhabitants of that brilliant sister world, Mars, have already 57 large canals, many circling the planet, with numerous smaller connecting ones, showing that the Martians are surprisingly ahead of this boastful old world in the matter of water ways, and possibly through their ability to cheaply and expeditiously handle the products of our sister planet have arrived somewhat near the millenium as regards freedom from the viciousness of the rapacious railroads.

As Mars has existed longer in a state of habitation than the Earth it should possibly show a greater advancement than we along th's as well as other lines, but to note the way they have checkered their big world with immense broad canals, splendidly connected by smaller ones, giving to every inhabitant an opportunity to almost start from his own door by boat and go around the planet, should incite our public men who are now looking after this matter to renewed effort, and an attempt at least to copy in a small way after the excellent system established by these advanced beings of another shere.

What The South Has At Stake.

The people of the South may be deluded into thinking that as, in face of all this, they have been enjoying some degree of growth and progress, that this is evidence that the policy towards the industrial interests which they have been pursuing and which has served to repel capital instead of attracting it, has done them no injury. But this is a sad and serious mistake. We cannot understand why the Southern people should give the slightest degree of encouragement to the politicians who are committing them in favor of a policy so detrimental to the South's best interests.

Suppose during the last two or three years the Southern legislator had devoted his time and attention to making the fair Southland an attractive field for railroad investments instead of enacting rate-reduction laws and taxing their ingenuity in devising other contrivances for harassing and embarrassing the railroads in their financial and physical operations. How different today would be the situation of these roads! Every one of the large systems is in need of additional capital for its development and improvement. But this capital during the last two years has not been forthcoming. The result has been that further growth has been stunted and that the railroad systems have not been able to move the traffic offering with due economy and dispatch.—New York Financial Chronicle.

It is not easy to understand how there could be enough crazy men in the Alabama Legislature to pass a law forfeiting the permit of a foreign corporation doing business in the State if it had a case removed from a State to a Federal court. The Southern Railway traverses several States. It is an interstate carrier. When it has a case taken from a State to a Federal court it is exercising only its legal right, it is committing no crime, and it is doing no one any harm. Yet for exercising its legal right it stands today virtually outlawed by the State of Alabama. The effect of such unreasoning hostility to the railroads is bound to affect the efficiency of a road and to make it shy about building extensions, and, of course, anything that retards or impairs transportation is certain to check commerce and industry. In short, the Alabama law will do incalculable harm to Alabama and check the growth of that State. If the South wishes to keep up her progress, she had better refrain from paralyzing her railroads.—Memphis Commercial Appeal.

Efforts of the last Legislature to legislate everything off the map are having their effect in ways that affect Port Arthur and East Texas in a decidedly unpleasant manner. The latest evidence of this fact is found in the decision of the Missouri, Kansas & Texas to defer building its line into East Texas to a tidewater outlet at Port Arthur until more favorable conditions come about.—News, Port Arthur, Texas.

Celery In North Florida.

There is no question of adaptation of Northern Florida to winter celery culture. There is also no question of the profits from good crops of celery. The demand is great and prices range high.

It must be kept in mind, however, that celery is a peculiar and special crop, requiring close attention and certain indispensable requisites to success.

I will endeavor to briefly enumerate the points needing most attention.

Celery does not require wet land. On much wet land, particularly heavy clay soils, it will not thrive. It does well on any good fertile mellow soil, provided the crop is supplied with plenty of water. It is this large demand for water which has resulted in the devotion of so much drained peat land to celery. The first consideration in locating a celery field is water supply. This secured other things are of secondary importance.

Though much water is required, excess is disastrous. Standing water in the soil must never rise to the level of the roots of the plants.

Some means of irrigation is indispensable to assured success. Natural drainage by porosity of soil or artificially ditching must provide for rapid relieving of the soil from too much water.

I have grown as fine celery on sandy soil, with surface sprinkling, as ever came from the sub-irrigated fields of Southern Florida.

The plants should be set in December and January. They may be either purchased or grown in seed beds sown three months earlier. Single rows, three feet apart, and plants six inches in the row are the proper distances. This requires about 8,000 plants per acre.

Plants are transplanted by hand with the usual transplanting precautions. They require liberal leaf pruning before setting.

Thorough plowing and harrowing are necessary before setting the plants. Manure should not be used directly on celery, but if used at all should be applied to the preceding crop. The celery itself should be grown on chemical fertilizers, not more than one-half of which should be applied previous to setting the plants.

The plants should be set in furrows, fertilizer should be strewn in the furrow and mixed with the soil before transplanting. This assures a quick start and rapid growth—tender celery.

The total quantity of fertilizer required is large. Many Florida growers who practice constant sub-irrigation use excessive fertilization, much more than any crop can possibly use. The result is large waste of costly plant food in the drainage water.

One to two tons per acre, applied in at least three applications should be the rule. The composition of this fertilizer should be about: Phosphoric acid six per cent, nitrogen five per cent, potash eight per cent. The materials may vary with market conditions, except that the potash should be in the form of sulphate.

Two varieties are standard in Florida, the Giant Pascal and Golden Self Blanching. The former requires about one-quarter more space each way than required by the latter. About four feet by eight inches would meet the growth of the large variety.

In Florida the necessary blanching must be done entirely with boards, as soil blanching conduces to rust.

Frequent and clean cultivation, and fair season, preferably with moderately cool even temperatures will make profitable celery.—Southern Ruralist.

Messrs. I. A. Hutchison and R. U. Harrell left here for the Bay in the auto last Friday and did not return until Wednesday, on account of the high water. They report the roads in very bad condition, but state that the machine behaved remarkably well under the adverse circumstances.—Verdict Chipley.

The heavy rains of Friday and Saturday did considerable damage to the road bed of the B. C. & St. A. railroad. In one place, just north of Wausau, about 700 feet of the track was washed up, while south of Wausau the track through a cut was covered up several feet deep with sand.—Banner Chipley.

St. Andrew.

W. F. Gregory of Old Town left on Monday for a short visit to Dothan. Jesse Sowell and J. H. Warren of West Bay were visitors in town yesterday.

L. C. Gay came down yesterday in his launch and was on the street transacting business.

Mr Andrews, assistant cashier of the Bank of St Andrew, passed through yesterday en route home from his vacation, spent with relatives at Westville.—Verdict Chipley.

Mrs Belle Booth returned from New York state on yesterdays Tarpon. Her many friends will be pleased to have her among them once more and be able to extend the hand of sympathy.

John Sturrock and wife were passengers for Pensacola last week on the Tarpon, Mrs Sturrock being en route to join her sister and make an extended visit in New York. Mr Sturrock returned home on yesterdays boat.

Capt Harry Alexander has a new vessel. She is not intended for long cruises or is she equipped to stay out in heavy weather, but she is a staunch little pleasure boat admirably adapted to the needs of her commander-owner. Her dimensions are, length 4 feet and 8 inches over all, by 18 inches beam. Draft variable according to location of crew. She is propelled by a double bladed Armstrong motor of the junior type.

Capt Hand is rapidly becoming addicted to the speed habit. He has installed in the "Secret" the engine formerly used in Masker's launch and the performance is very gratifying. The speed of the boat with her new motor has not been accurately determined as yet over a measured course, but according to the owner she made the distance from Bracken's to Wares wharf in three minutes and forty seconds, a truly remarkable performance for a boat of the Secret's size and construction. Capt Hand intends in the near future to build a boat having the same dimensions as the Secret, but along more speedy lines and carrying a more powerful motor.

West Bay.

Mr Jesse Sowell, Sr., has been sick with la grippe.

The Greyhound made a trip every day last week.

Mr George Rogers went over to St Andrew last week.

Miss Kate Yates is visiting her father this week.

Mr and Mrs Will Vincent's little girl has been quite sick the past week.

Mr and Mrs R. C. Grice, from Elba Junction, Ala., are here to spend the winter.

Mr and Mrs Thompson and Mrs Moates, from St Andrew, were here last week.

Dr Dan Vincent and wife were over shopping a few days ago. Come again, Dr Vincent.

Mrs Bonnie Hutchinson and little daughter and Miss Ruth Lee are visiting Dr Lee at Millville.

W. C. Holly and wife and Miss Callie Daniels, from St Andrew, visited Mrs Sowell last week.

Miss Ruth Locke, after a pleasant stay with Miss Zilla Hutchison, has returned to her home at Vernon.

Capt Frank Witherell came over with a barge and moved Mr DeVain and family to Millville last week.

Mrs Love and children, from Millville, are spending a few weeks with Mrs Love's father, Mr Joe Boutwell.

Mrs P. N. Hutchison and Miss Zilla, Miss Maud Stewart and little Miss Sue Huey were in St Andrew Tuesday.

Ira Hutchison and Mr Harrell, from Chipley, came down in their motor car and spent a few days not long ago.

Drs Stevens and Hutchison, of Sampson, Ala., spent last week here. They also took in St Andrew, Panama, and Millville.

West Bay is gaining quite a reputation as a health resort. A number of people are coming here for their health this winter.

Mr Wise, from Point Washington, brought a gentleman and his party over Friday to locate a large body of land on the peninsula.

Parker.

More rain more rest.

Mrs Audley Spicer, of Ferry Point was a visitor here on Wednesday.

Dick Lewis, of the Lewis Drug Co. was in Parker one day last week.

The "Stork" in flying over on Friday last, left a fine baby boy at Mr and Mrs N. W. Pitts.

W. A. Emmons and wife was up from Saint Andrew on Saturday, Mr E. attended lodge here.

Several of the brethren were up from Millville, Saturday attending the Parker Lodge F. & A. M.

Henry Spicer and son of Ferry Point, also Chas. Forbes of Cromanton, was over Saturday to lodge.

Shell Lynn of Millville had his yawl boat on the ways for a few days this week corking and repainting.

Rev Herbert Johnson of Cook held services here on Sunday; also had baptism in the bayou at J. W. Parkers.

R. E. Palmer has been very busy working on his house ceiling and hanging doors etc., for the past two weeks.

Mrs E. L. Bush has been quite ill for several days, but we are glad to say she is much better at this writing.

Louis Davis came in Tuesday night in his yawl boat "Cuba" and hauled out the same on the Parker ways Wednesday morning.

W. H. Woodward, the popular traveling man for the Lewis Bear Co. of Pensacola, was taking orders of W. H. Parker and Co., Thursday last.

The Railroad Situation.

The Southern Ruralist has always stood and will stand for the farmer, first, last, and all the time. His interests are our interests, his success means our success. Moreover, every business enterprise in this great country of ours is dependant on the farmer. We all know this.

On the other hand the farmer is, in a measure, dependant upon the prosperity of every manufacturing and business enterprise in his section. These manufacturing enterprises employ men, and take them out of competition with the farmer. These employees have money to spend for what the farmer has to sell; they not only create a market for his products but help to increase the value of these products. In every cotton mill town cotton brings a higher price than where there is no mill. In every such town the farmer finds a market for his chickens, eggs, butter, and vegetables. Likewise in the saw mill towns of the timber belt the farmer finds a market for his produce. But when the mills shut down, what happens? We are not alarmists, but we cannot help but feel that the present railroad situation of the country is very serious. This wonderful industrial system of ours is so complicated in its many interests that one part is dependant upon another. If we break one strand the whole fabric becomes tangled. It will take years to straighten it out and weave it again into the complete fabric.

In the maintenance of this industrial fabric very few of us realize the important part played by the railroads. They are like the great arteries in the human system which supply nourishment to every part of the body. Sever one of these arteries and the man bleeds to death quickly unless bleeding is stopped. Impair the circulation and the body wastes away for want of nourishment. So every business enterprise in our country is dependant for its success upon the railroads. The farmer is dependant upon the railroad to transport his products, to bring in his fertilizer, his tools, his seed. There is no use to grow produce for shipment if one cannot transport it; no use to build factories and have them stand idle for lack of material to keep them running; no use to sell goods which cannot be delivered.

Our readers may think we have overdrawn the picture, yet the fact remains that industrial enterprises of all kinds are now restricted and held in check for the lack of proper transportation facilities. We kick at the freight rates, yet we pay them and make a profit on the transaction. What hurts us worse than the rates is the apparent inability of the railroads to transport our produce promptly; our inability to get a thing when we buy it; the manufacturer's inability to deliver what he has sold. The crying need of the country, to our mind, today is better service, not lower rates.

Now, don't misunderstand us. We do not mean to say that we are not in favor of low freight and passenger rates, for we are; but we are not in favor of such low rates as will cripple and interfere with the service which the railroads should render us. We are inclined to believe that some of our politicians, in their effort for notoriety, are overdoing this matter. Already the roads are discontinuing improvements and cutting down expenses, when they should be increasing them preparatory to handling the fall and winter traffic. This is bound to result in poorer service in the near future.—Southern Ruralist.